

COUNTRY East Germany

~~SECURITY~~ INFORMATION

REPORT

TOPIC Brand Airfield

615912

EVALUATION	PLACE OBTAINED

25X1

DATE OF CONTENT.

DATE OBTAINED _____ DATE PREPARED 4 February 1954

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS.

This is UNEVALUATED Information

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- 15 December. Between 9:15 a.m. and noon, about 12 swept-back jet aircraft with auxiliary fuel tanks took off at large intervals and remained aloft for about 30 minutes duration. Usually, two aircraft were observed aloft

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circling over the area south and east of the field. When air activity had stopped, 30 MiG-15 or U-MiG-15s were observed at the field, including 4 alert aircraft with auxiliary fuel tanks at the western end of the runway.

1 January. There was no air activity. The sky was 9/10 overcast at an altitude of about 200 meters and there was haze.

2 January. No flights were made. There was a 8/10 overcast and haze.

3 and 4 January. There was no air activity. It snowed on 3 January and visibility was limited to about 3 km on 4 January.

5 January. Between 10 a.m. and 3 p.m., there was intensive air activity by MiG-15 or U-MiG-15s. There was clear frost weather with a light easterly wind and a cloud base of 2/10 at an altitude of about 300 meters. At first, two MiG-15s with auxiliary fuel tanks took off, taxiing laterally aft of each other and being airborne almost at the same moment. The aircraft flew for about 30 minutes duration, with a distance of about 2 wing spans between each other. Subsequently, two jet aircraft twice took off and practiced formation flying. The four aircraft had auxiliary fuel tanks and remained aloft for about 50 minutes duration. Similar air activity was continued up to about 3 p.m., with up to 10 aircraft being aloft at the same time. When air activity was discontinued, 30 aircraft were observed at the field, including 4 alert aircraft at the eastern end of the runway and the other 26 on the dispersal areas along the southern taxiway.

6 January. Between 10 a.m. and 3 p.m., there was intensive air activity as on the preceding day. The aircraft remained aloft for about 25 minutes duration. There was clear frost weather with a light easterly wind and visibility of about 3 km.

7 January. There was again intensive air activity. The weather was the same as on the preceding day. All of the aircraft were fitted with auxiliary fuel tanks. During the morning, a U-MiG-15

was once observed flying in the vicinity of the field. The sleeve target was not fired at and, after some time, released over the field.

8 to 14 January. There was no air activity. The weather was usually dull with intermittent snow showers and, on two days, there was good visibility.

2. On several days, the engines of the four alert aircraft were consecutively run up once a day.

3. On the days, when the field was covered with snow or ice, 50 to 80 soldiers divided in three groups cleaned the entire runway. Subsequently, a truck towing a roller, about 80 cm high and about 6 meters wide, similar to a rotary broom used for cleaning roads, moved along the runway.

the roller simultaneously strewn salt.

4. in the fall of 1953, a wooden shed for trucks, about 80 x 30 meters and open on two sides, had been erected in the eastern section of the cantonment at the airfield. A total of 24 trucks were continuously parked there. Truck was repeatedly observed entering and leaving the field.

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Comment. Brand airfield is occupied by a fighter regiment equipped with 30 to 35 MIG-15s.

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